

DUNEDIN

Home of Honeymoon Island

COMPLETE STREETS

**Skinner Boulevard (State Road 580)
US Alternate 19 to Bass Blvd**

December 15, 2017

2017 FORWARD PINELLAS CONCEPT PLANNING APPLICATION

Submitted By

City of Dunedin

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In concert with George F. Young, Inc. Transportation Consultants



1
2
3

TABLE OF CONTENTS

A. Introduction 04

B. Application 06

- | | |
|--|--|
| 1. Point of Contact | 13. Transit Facilities |
| 2. Project Location | 14. Street Lighting |
| 3. Agency Jurisdictions | 15. Sustainability (Green initiatives) |
| 4. Land Use Characteristics | 16. Access Management |
| 5. Street Use Characteristics (Unique) | 17. Access to Activity Centers |
| 6. Safety Concerns | 18. Multi-modal Corridors |
| 7. Sidewalk Facilities | 19. Community Redevelopment Agency (CRA) |
| 8. Pedestrian Facilities | 20. Demographic Characteristics |
| 9. Bicycle Facilities | 21. Local Planning Agency / Requirements |
| 10. Golf Cart Facilities | 22. Florida Department of Transportation |
| 11. Electric Vehicle Facilities | 23. Cost Estimate Local Match |
| 12. Parking Facilities | 24. Project Timeline |

C. Community Support 22

D. Pre-Application Test 25

E. Closing Remarks 27

APPENDIX 29



INTRODUCTION



A | Introduction



Forward Pinellas has been tasked by the Florida State legislature to coordinate transportation and land use planning in Pinellas County, Florida. One method in accomplishing this task is to incentivize transportation investments so they serve as a catalyst for transforming redevelopment, particularly through the implementation of “Complete Streets” projects.

“As the Mayor of the City of Dunedin, the primary goal of the City of Dunedin is to provide private and public initiatives for creating economic development, improved physical characteristics, encourage investment in downtown Dunedin, improve the quality of life for residents and establish a framework for the proper evolution of the City”.

The City of Dunedin administration, the public and private partners of Dunedin, support the Forward Pinellas task requested by the legislature, by the City of Dunedin applying for the “Complete Streets” concept planning application.

The following contents are in order of the applications needs.

We look forward to the Technical Coordinating Committee’s recommendations at the January 24, 2018 workshop.

Sincerely,

Mayor Julie Ward Bujalski
City of Dunedin



Complete Streets are designed, operated and maintained for all users, regardless of age or ability, based on the context of the roadway and its surrounding area. Through collaboration with its committees and board, Forward Pinellas has developed an incentive program to assist local governments in planning, designing and constructing Complete Streets projects.





APPLICATION



B | Application

APPLICATION REQUIREMENT

In order to be eligible for the grant, the application must meet two (2) criteria as stated below:

- The application must include a letter or resolution from the City elected board documenting community support for the project, and;
- The application must demonstrate how the project will be a catalyst for transformative change.

The following segments respond to the application requirements:

1. POINT OF CONTACT



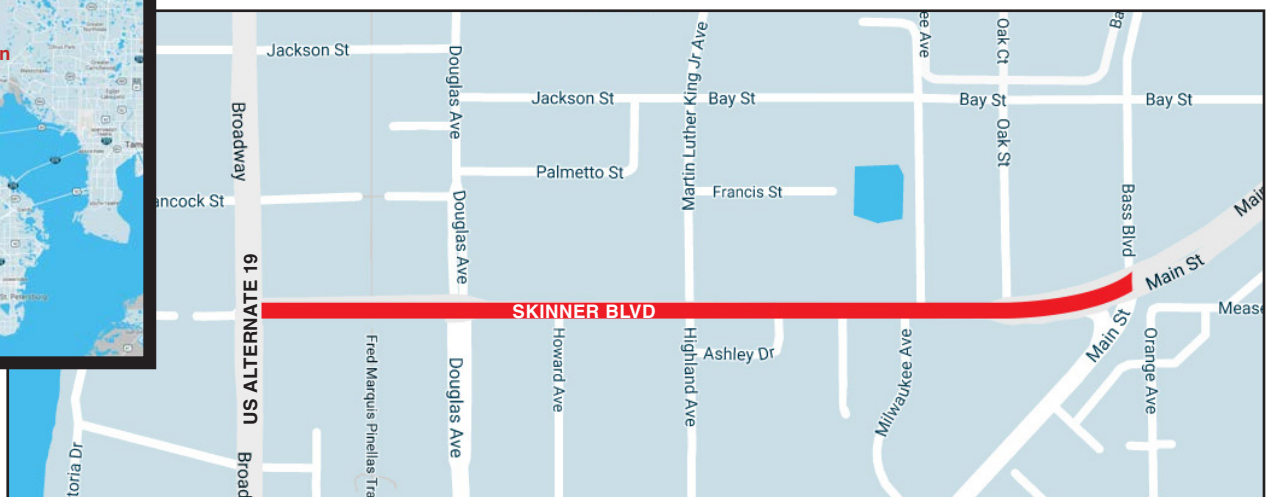
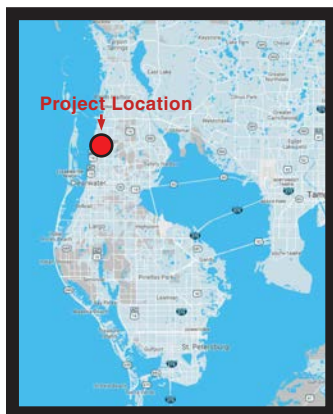
Mr. Robert Ironsmith

Economic and Housing
Development Director
City of Dunedin, Florida
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2. PROJECT LOCATION

Skinner Boulevard (SR 580)

Between US Alternate 19 and Bass Blvd, Dunedin,
Florida



3. AGENCY JURISDICTIONS

Skinner Boulevard (SR 580), within the project limits and right of way, is under the following jurisdictions:

- The Florida Department of Transportation (FDOT)
- Pinellas County Parks & Conservation Resources
- The City of Dunedin

This section of Skinner Boulevard (SR 580) is entirely within the Community Redevelopment District (CRD) of the City of Dunedin.

Abutting properties within this section of Skinner Boulevard (SR 580) are entirely within the City of Dunedin incorporated area with the exception of the crossing of the Fred Marquis Pinellas Trail.



4. LAND USE CHARACTERISTICS

Existing Skinner Boulevard (SR 580) within the project limits has a diverse mix of land uses from low-medium residential to commercial.



5. STREET USE CHARACTERISTICS (Unique)

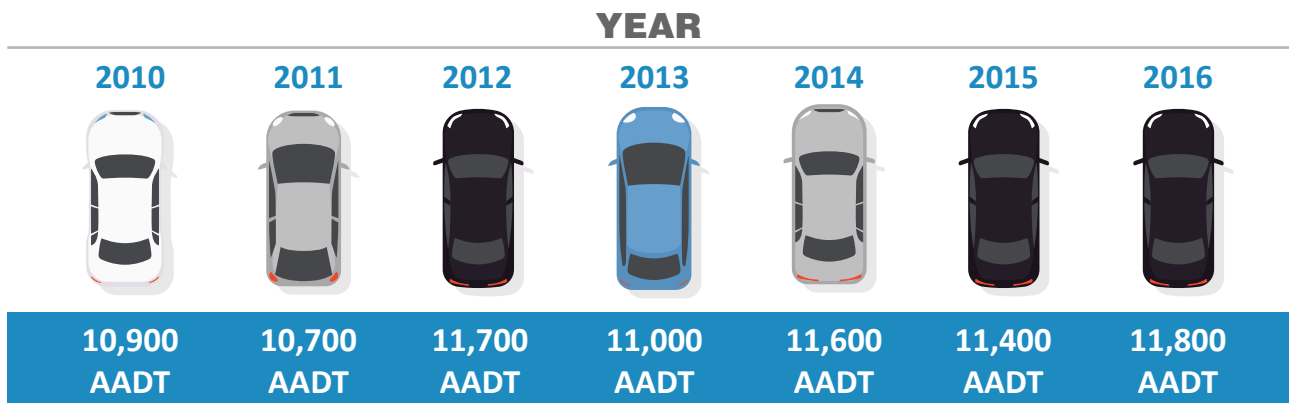
Existing Skinner Boulevard (SR 580) within the project limits has unique characteristics as follows:

- The Fred Marquis Pinellas County Trail System runs through the heart of Skinner Boulevard (SR 580) attracting hundreds of bikers, walkers and commuters crossing Skinner Boulevard (SR 580) daily.
- Businesses along this section of Skinner Boulevard (SR 580) desire the undergrounding of utilities and have already participated towards this future endeavor.
- The FDOT has taken a strong interest in Skinner Boulevard (SR580) by investing and creating a more safe environment for cyclist and vehicle drivers, by adding this year, dedicated bike lanes along this section of Skinner Boulevard (SR 580). This was accomplished by the narrowing of the existing lanes as part of a re-stripe project in 2017.
- The FDOT has enhanced the safety for pedestrians, cyclists and commuters using the trail crossing on Skinner Boulevard (SR 580) by installing Rectangular Rapid Flashing Beacons (RRFB) and additional signage for safety awareness when crossing on the trail.
- FDOT and Forward Pinellas realize the expansive right of way that is available along Skinner Boulevard (SR 580) could be considered for design options such as roundabouts.
- The FDOT reports the following history of vehicle traffic volumes on this section of Skinner Boulevard (SR 580).



Overhead utilities are now underground near the trail on Skinner Blvd (SR 580)

Skinner Blvd Annual Average Daily Traffic (AADT):



6. SAFETY CONCERNS

Existing Skinner Boulevard (SR 580) within the project limits has **SERIOUS SAFETY CONCERNS** for all users. The following illustrates the crash concerns:

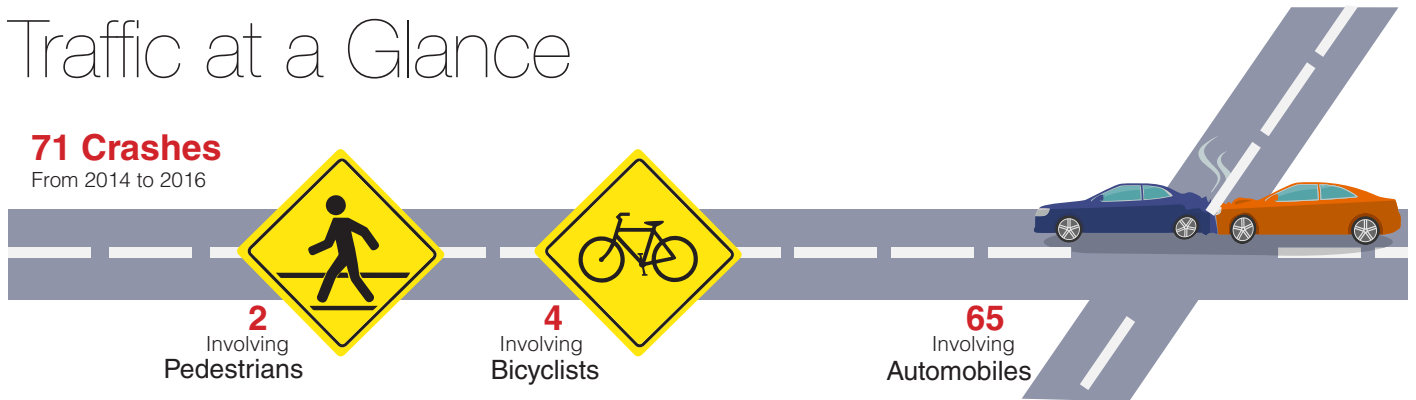
- Pinellas County and FDOT keep very accurate crash records for Skinner Boulevard (SR 580). The following graphic illustrates the records of issues.



Traffic at a Glance

71 Crashes

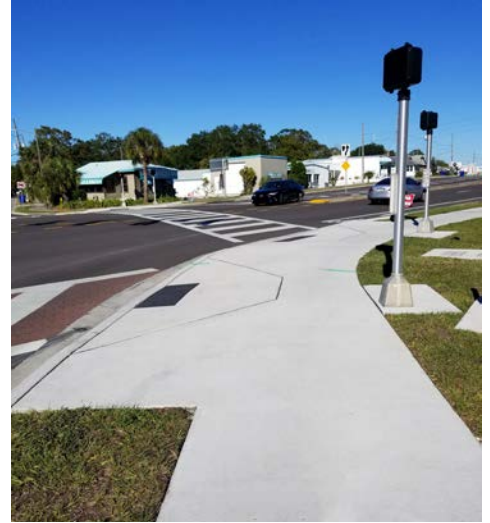
From 2014 to 2016



7. SIDEWALK FACILITIES

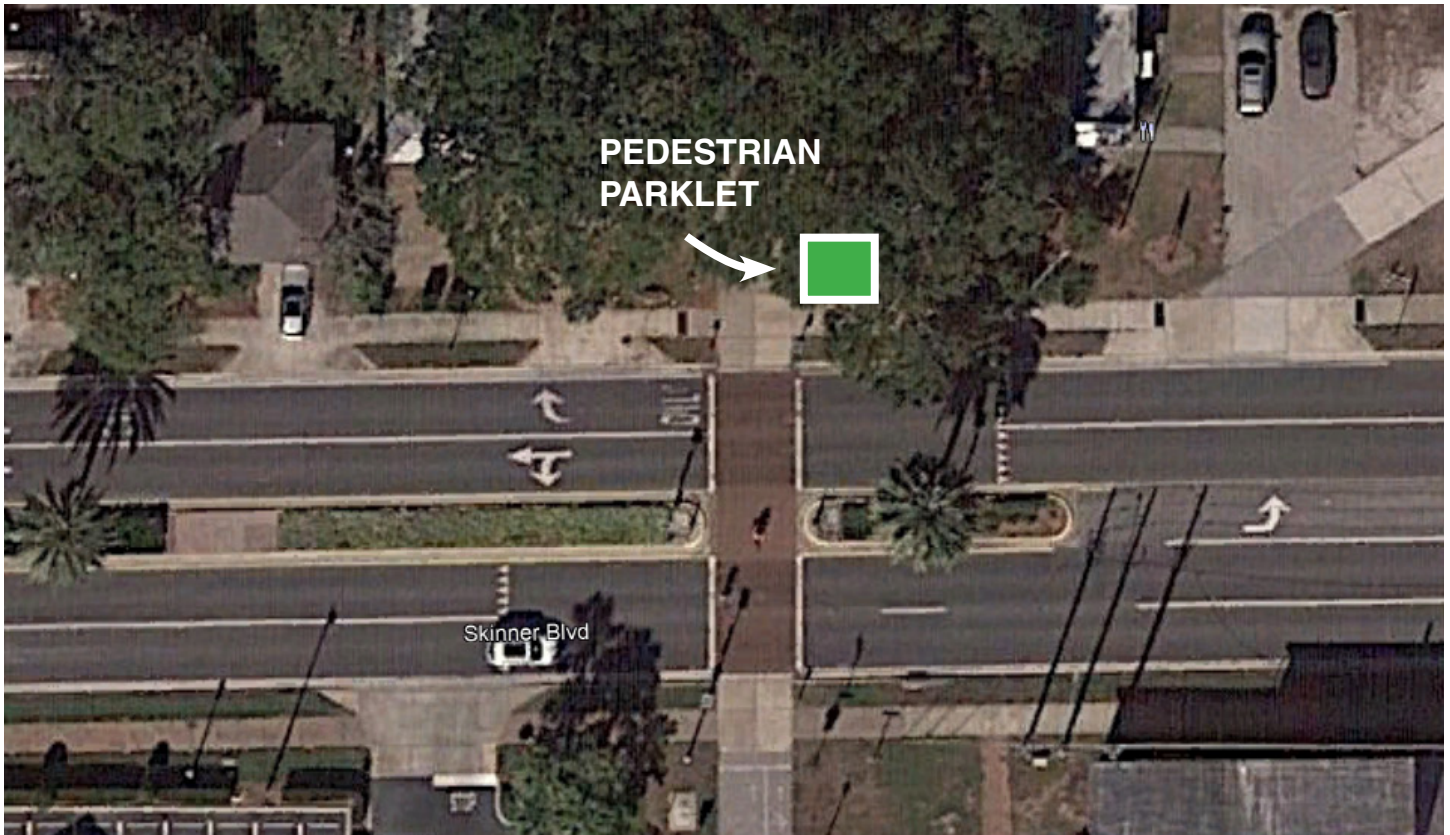
Skinner Boulevard (SR 580) within the project limits has the following sidewalk placements:

- FDOT just invested and completed major sidewalk improvements and American Disability Act (ADA) ramps along this section of Skinner Boulevard (SR 580). FDOT has been a strong supporter of the State roads within Dunedin and supports the concept of a “Complete Streets” along Skinner Boulevard (SR 580).



8. PEDESTRIAN FACILITIES

Skinner Boulevard (SR 580) within the project limits **HAS A NEED** for pedestrian friendly facilities. The following illustrates such needs:



9. BICYCLE FACILITIES

Skinner Boulevard (SR 580) within the project limits **HAS THE NEED** for bicycle friendly facilities. The following illustrates such needs:

At the many PSTA bus stops along Skinner Boulevard (SR 580), there is the need for stationary bike racks next to the stop benches or shelters. Many commuters like to lock their bikes to an adjacent light pole, ride the bus, which cause added concerns for the utility maintenance personnel and the aesthetics along the corridor.

Additionally, the City of Dunedin Skinner Boulevard (SR 580) within the project limits **HAS A NEED** for bicycle friendly educational placards. The following illustrates such needs:

The City of Dunedin staff attend the regular scheduled bicycle and pedestrian County committee meetings and desire to share what they believe can be a **"BIKELET"** along Skinner Blvd (SR 580).



10. GOLF CART FACILITIES

Skinner Boulevard (SR 580) within the project limits **HAS THE NEED** for a re-evaluation for Golf Cart usage and crossings along this section of Skinner Boulevard (SR 580). Currently the City has an ordinance to allow the operation of golf carts upon designated streets within the City. Because Skinner Boulevard (SR 580) is a popular roadway to cross with a golf cart for access to downtown Dunedin, but, because Skinner Boulevard (SR 580) is a State maintained/controlled corridor, future plans and concepts/crossings for golf carts along this section of Skinner Boulevard (SR 580) will need to be further discussed with FDOT, Pinellas County and the City.



11. ELECTRIC VEHICLE FACILITIES

Skinner Boulevard (SR 580) within the project limits **HAS THE NEED** for electric vehicle considerations. Because Skinner Boulevard (SR 580) in this section has an existing posted speed limit of 35 miles per hour, low speed electric vehicles (EV) are permitted under the State vehicle codes and need to be a part of the “Complete Streets” concepts, as this is a very popular mode of travel in Dunedin. Charging stations should also be considered under the “Complete Streets” concepts with the recent adaption of EV full size street legal vehicles.



Example of the existing parking design on Main Street, adjacent to Skinner Blvd (SR 580)

12. PARKING FACILITIES

Skinner Boulevard (SR 580) within the project limits **HAS AN EXTREME NEED** for all modes of parking including special needs parking spaces. This is due to the Pinellas Trail traversing through this section of Skinner Boulevard (SR 580) and the overall economics of the downtown moving north toward Skinner Boulevard (SR 580), as the local economy is booming in this section with restaurants, bike shops, small business acquisitions, the need for available parking will continue to increase, etc. The need for parking clearly will be an undertaking as part of the “Complete Streets” concept.

13. TRANSIT FACILITIES

Skinner Boulevard (SR 580) within the project limits **HAS A NEED** for enhanced transit stops along this section of the project. With economic growth of small businesses springing up along this section of the project, and the need for further medical employees and lack of parking for the adjacent medical facilities such as Dunedin Mease Hospital, transit usage is on the rise and needs to be a major component of the “Complete Streets” concepts.

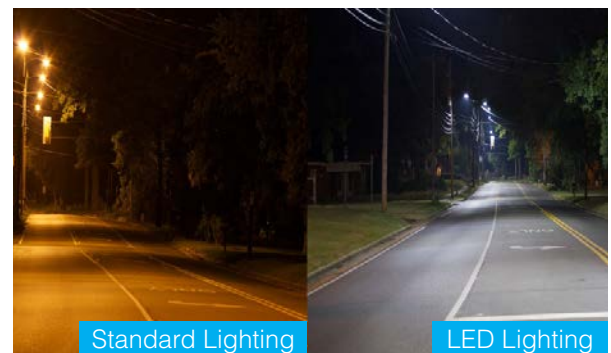




The Jolley Trolley is a positive mode of travel within this area. The Jolley Trolley runs 7 days a week with a stop at the west end of Skinner Boulevard (SR 580). This is a very popular mode of travel in Dunedin as it incorporates Skinner Boulevard (SR 580) with popular stops for the local economy in this area.

14. STREET LIGHTING

Skinner Boulevard (SR 580) within the project limits **HAS A NEED** for enhanced street and pedestrian lighting along this section of Skinner Boulevard (SR 580) and at the trail and transit stops. The City of Dunedin is committed to “Green Energy” and supports LED lighting applications as part of the “Complete Streets” concept for Skinner Boulevard (SR 580).



15. SUSTAINABILITY (GREEN INITIATIVES)



The City of Dunedin is certified by the Florida Green Building Coalition (FGBC) as a Green Local Government at the Platinum level. The City of Dunedin has achieved the highest level of certification and percentage of points of any City to date. The City is dedicated to address environmental, conservation, stewardship but also looks at the big picture of social equality and economic prosperity.

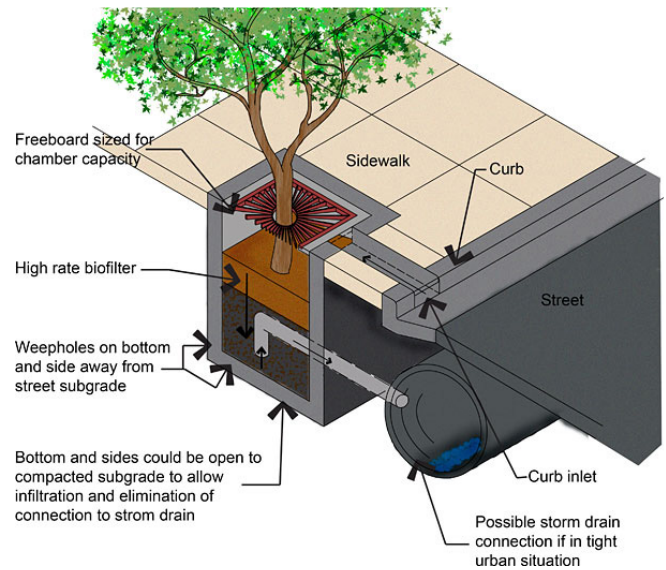
Skinner Boulevard (SR 580) within the project limits **HAS A NEED** for “Green Initiatives” such as enhanced street and pedestrian lighting along this section of Skinner Boulevard (SR 580) and at the trail and transit stops. The City of Dunedin is committed to “Green Energy” and as part of the planning concepts will **EVALUATE LED LIGHTING AND CONSIDER SOLAR.**

SOLID WASTE/RECYCLING - Skinner Boulevard (SR 580) within the project limits **HAS AN NEED** for “Green Initiatives” such as curbside and drop-off recycling. This will be considered as part of the planning concepts.

STORMWATER - Skinner Boulevard (SR 580) within the project limits **HAS AN NEED** eliminating pollutants into the storm systems which lead to the Bay. As part of the planning “Complete Streets” concepts, ideas will be brought forward to consider removal of pollutants with state of the art solutions.

TALKING TREES - Most “Complete Streets” concepts forget the **ADVANTAGES** or benefits from achieving a sustainable urban ecosystem with proper trees used along coastal communities such as Dunedin. Urban trees have a major impact on reductions of carbon dioxides, improvements to air quality, water quality and runoff, economics and social benefits.

PERVIOUS PAVEMENTS – Technology has come a long-way with products for parking lots, sidewalks, etc. to help reduce the heat, water run-off and capture pollutants in a sustainable manner. These ideas and proven concepts will be considered as part of the Skinner Boulevard (SR 580) “Complete Streets” concepts.



A tree well or tree box filter is a stormwater mitigation method implemented to filter sediment and pollutants out of stormwater runoff.



Skinner Blvd. Preliminary Conceptual Design 1 of 3

16. ACCESS MANAGEMENT

The FDOT is in control of Skinner Boulevard (SR 580) within this section being considered for “Complete Streets” concepts. FDOT works very closely with Forward Pinellas, Pinellas County and the City of Dunedin when considering access management changes to the roadway.

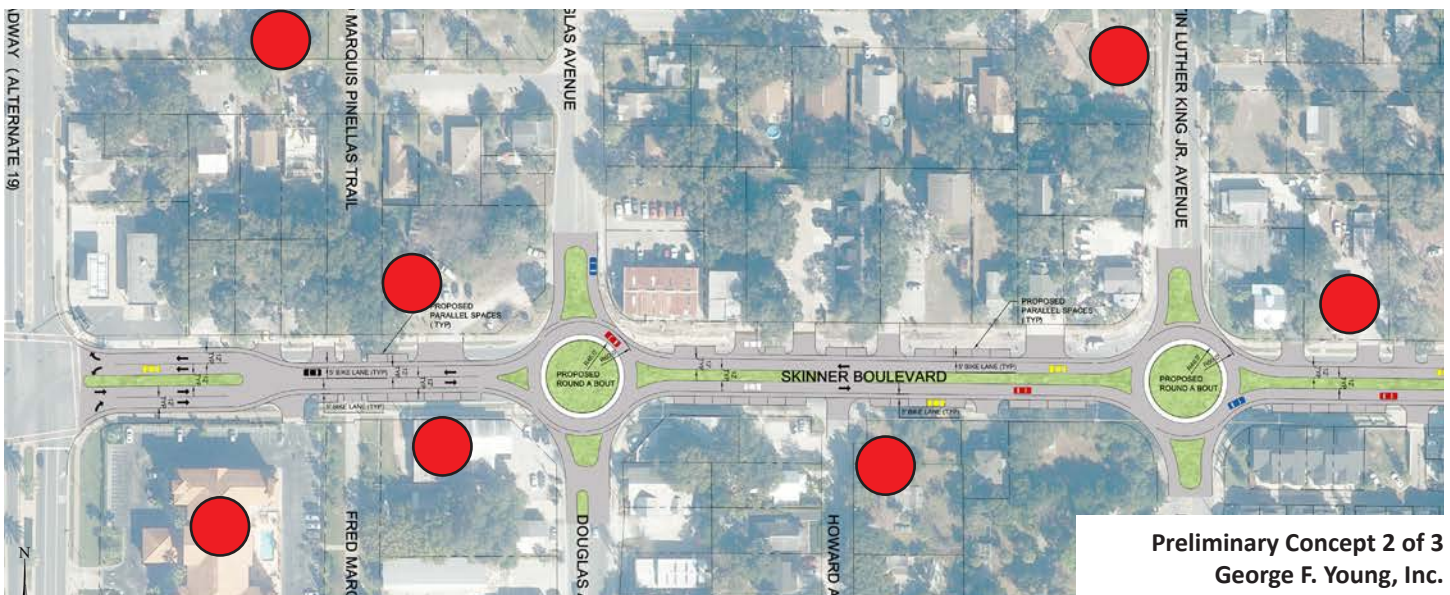
FDOT District 7 Secretary David Gwynn, PE, has met with the City of Dunedin Commissioner John Tornga on the future of Skinner Boulevard (SR580) as a “Complete Streets” project with ENTHUSIASM.

FDOT local staff Ron Chin and Stephen Benson are also strong components in understanding the needs of Dunedin and have expressed the desire to review access management concepts as part of this “Complete Streets” effort.



17. ACCESS TO ACTIVITIES CENTERS:

Skinner Boulevard (SR 580) is in the heart of the City for access to activity centers. The following designates those activity centers ● within reach of Skinner Boulevard (SR 580) concepts.

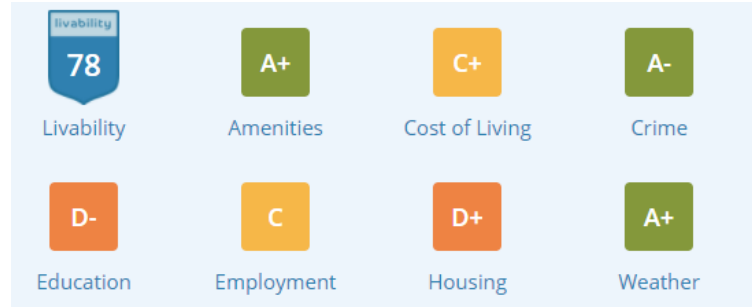


20. DEMOGRAPHIC CHARACTERISTICS

Demographics of the Skinner Boulevard (SR 580) surrounding area are provided in the following Table 3.

Dunedin Demographics Profile

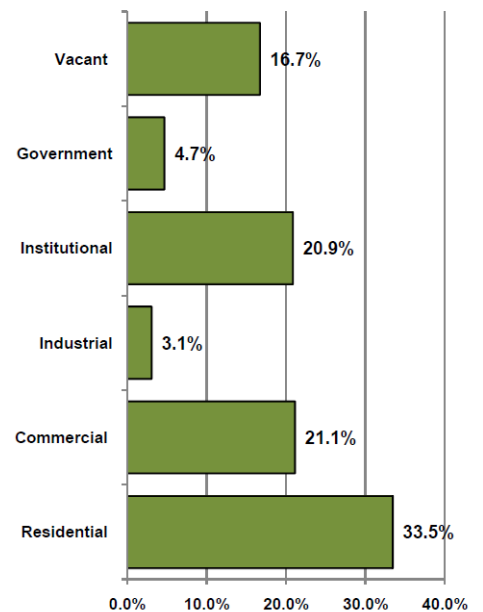
Statistic	Dunedin
Population	35,538
Population density (sq mi)	3,420
Median age	52.5
Male/Female ratio	0.8:1
Married (15yrs & older)	58%
Speak English	89%
Speak Spanish	6%



21. LOCAL PLANNING AGENCY/ REQUIREMENTS

The planning and development department of the City of Dunedin is responsible for the comprehensive plan management, administration of Dunedin's Land Development Code to include planning, zoning and development of the City's land parcels, enforcement and administration of the Florida Building Code, enforcement and administration of the City's property Maintenance Code and the implementation of the CRA Master Plan 2033.

Existing Land Uses by Type
Dunedin Downtown CRA¹



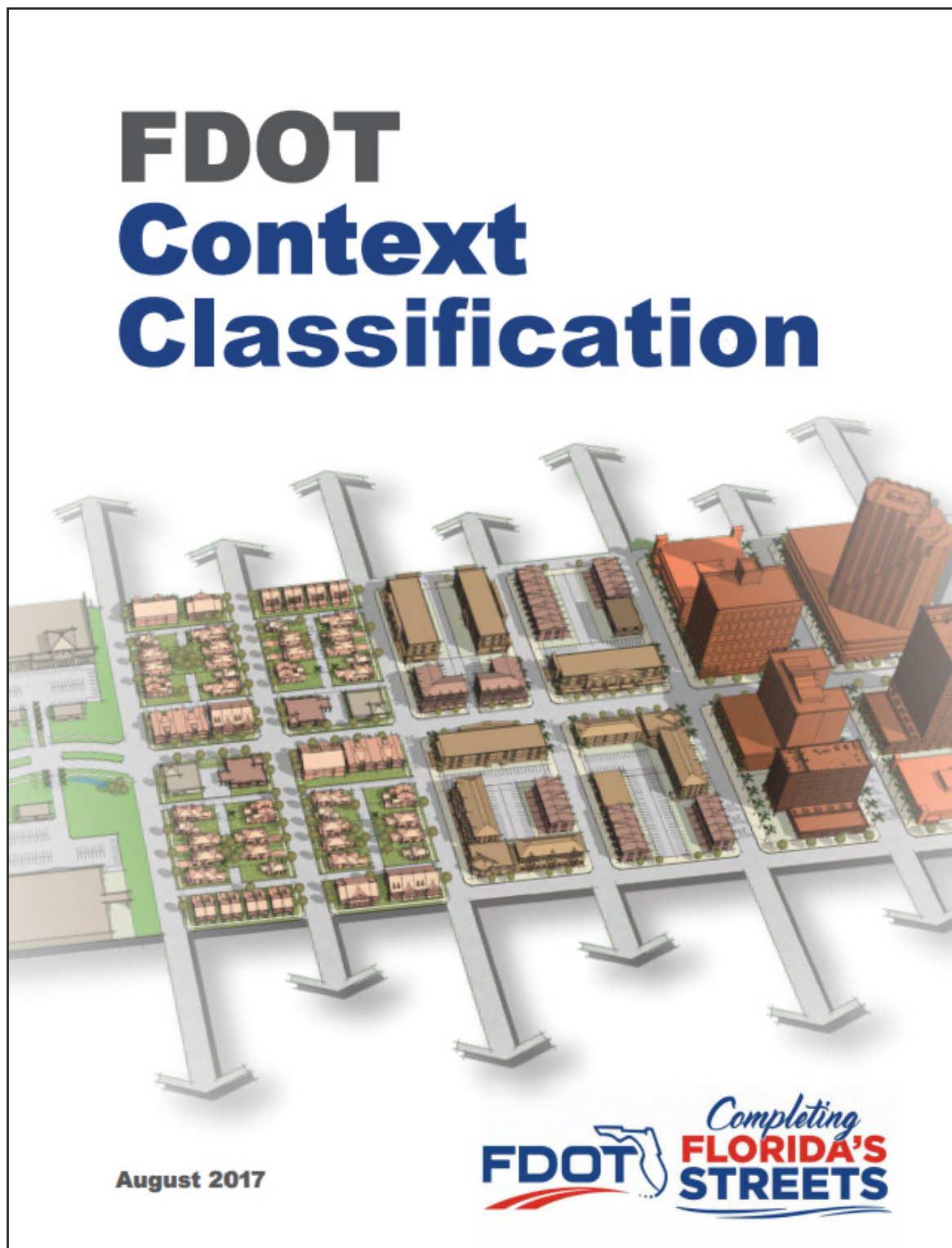
Source: Pinellas County Property Appraiser Database, March 2009



Future Land Use Map

22. FLORIDA DEPARTMENT OF TRANSPORTATION

The City of Dunedin “Complete Streets” Team will follow the recently released FDOT Context Classification Guidelines

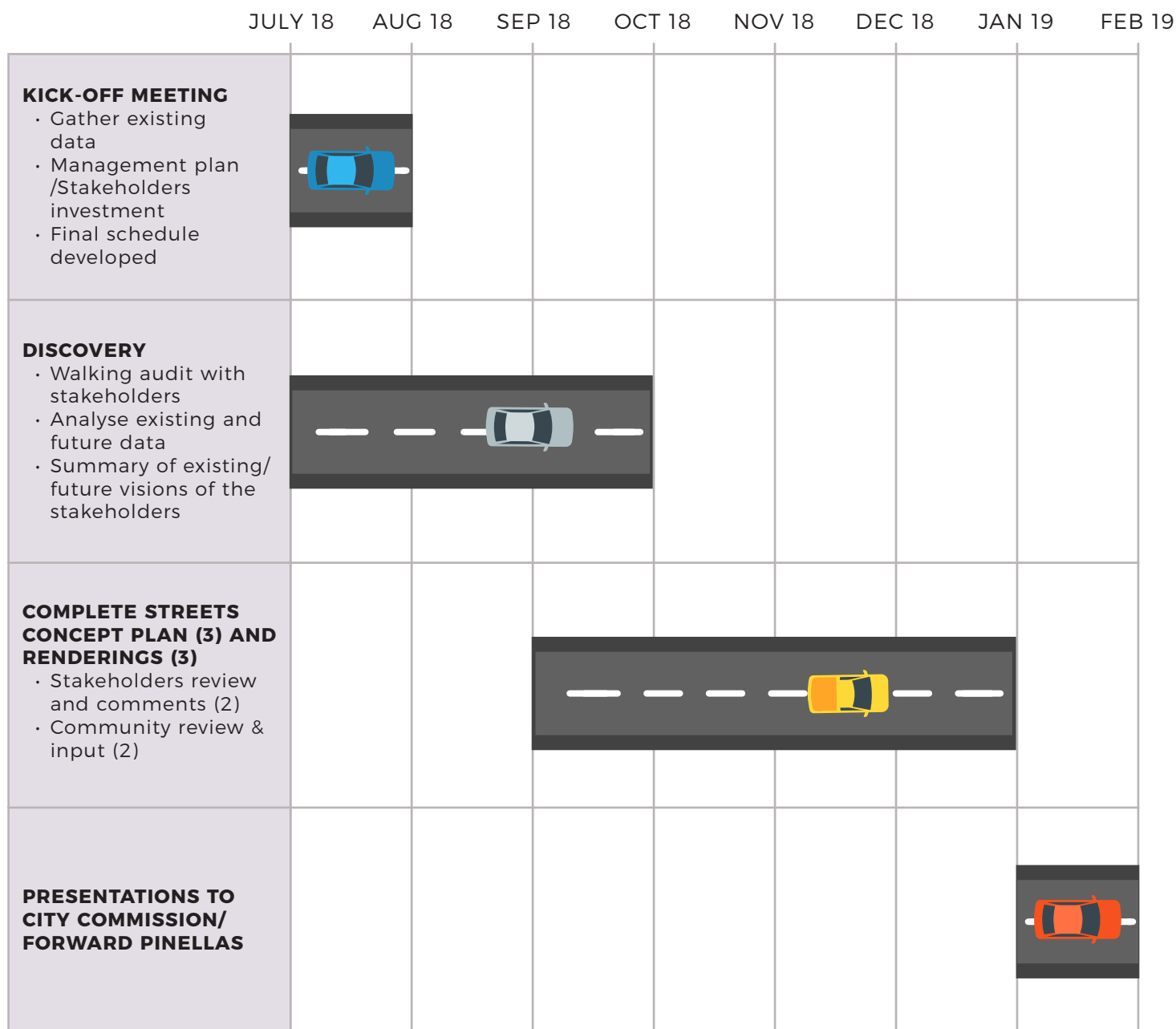


23. COST ESTIMATE LOCAL MATCH

Scope of Services & Cost Estimate

Description	Cost Estimate
Kick-off meeting	\$ 9,500
Gather existing data Management plan/Stakeholders investment Final schedule developed	
Discovery	\$ 43,500
Walking audit with stakeholders Analyze existing and future data Summary of existing/future visions of the stakeholders	
Complete Streets concept plan (3) and renderings (3)	\$ 42,000
Stakeholders review and comments (2) Community review & input (2)	
Presentations to City Commission/Forward Pinellas	\$ 5,000
Grand Total requested of Forward Pinellas	\$ 100,000
City of Dunedin Match	\$ 50,000

24. PROJECT TIME-LINE





COMMUNITY SUPPORT



The following RESOLUTION was approved on December 5, 2017 by a unanimous approval vote for the Skinner Boulevard (SR 580) application.

RESOLUTION 17-54

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DUNEDIN AUTHORIZING THE CITY MANAGER TO APPLY FOR A FIFTY PERCENT (50%) MATCHING GRANT FOR FUNDS FROM FORWARD PINELLAS COMPLETE STREETS FOR THE PURPOSE OF THE SKINNER BOULEVARD COMPLETE STREETS PROJECT; FINDING THAT A PUBLIC PURPOSE WILL BE SERVED BY APPLYING FOR SUCH FUNDS; PROVIDING FOR ACCEPTANCE OF SUCH GRANT AND PROVIDING FOR AN EFFECTIVE DATE HEREOF.

WHEREAS, the City Manager has recommended to the City Commission that the City apply to Forward Pinellas for grant funds in the amount of \$100,000, with a fifty percent (50%) match by the City, for the purpose of the Skinner Boulevard Complete Streets Project; and

WHEREAS, the City Commission finds that applying for such grant funds and accomplishing the project for which the grant funds are received serves a public purpose and will represent a benefit to the citizens of the City of Dunedin; now, therefore

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DUNEDIN, FLORIDA, IN SESSION DULY ASSEMBLED.

Section 1. That the City Manager is authorized to execute the application documents and to do the studies, evaluations or other matters necessary to apply for a grant to the Forward Pinellas for grant funds for the purpose of Skinner Boulevard Complete Streets Project


Section 2. That the City Commission of the City of Dunedin finds that a public purpose is served by applying for the aforesaid grant and making the necessary expenditures and commitments to submit such application.

Section 3. That the City Manager is hereby authorized to accept the grant if it is awarded on substantially the terms and in the amount reflected in the application. In the event there is a material difference in the terms of the grant, or in the amount of the grant awarded to the City, acceptance of the grant will be by motion of the City Commission.

Section 4. That the City Commission has committed to a fifty percent (50%) match of the Forward Pinellas Complete Streets grant should it be awarded.

Section 5. That this Resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED BY THE CITY COMMISSION OF THE CITY OF DUNEDIN, FLORIDA, THIS 5th day of December, 2017.


Julie Ward Bujalski
Mayor

ATTEST:


Denise M. Kirkpatrick
City Clerk

Resolution 17-54
Page 2 of 2



PRE-APPLICATION TEST



Pre-application Test

1. PRE-APPLICATION PROJECT

In the spring of 2017, the Florida Department of Transportation was in the process of resurfacing Skinner Boulevard (SR 580) between US Alternate 19 and Bass Boulevard. As part of the project, the contractor had to close the entire westbound outside lane on Skinner Boulevard (SR 580) to construct driveway and American Disability Act (ADA) sidewalk ramps.

During this outside lane closure, the westbound vehicle movements were directed to the inside westbound lane by rubber cones from Bass Boulevard to the Fred Marquis Pinellas Trail. This provided the opportune time to conduct a simple traffic analysis of exploring one lane within the limits being discussed for a “Complete Streets” project.

The analysis was as expected in-that no traffic delays or issues were realized by the “Road Diet” especially during the peak season of traffic along Skinner Boulevard (SR 580).

Live videos were also taken during the morning, lunch and PM peak periods with this lane closure in operation.





CLOSING REMARKS



Closing Remarks

1. CLOSING REMARKS

The City of Dunedin has planned for “Complete Street” thoughts and ideas for several years for the corridor of Skinner Boulevard (SR 580). The City Commission has placed this on workshop topics and agendas while having face to face discussions with top level officials on the importance of this application and process.

In closing, we the City visionary and decision makers express our extreme interest in this application in that **Skinner Boulevard (SR 580) will be a catalyst for positive transformative change to this area of Dunedin.**



COMPLETE STREETS ARE FOR EVERYONE



APPENDIX

SUSTAINABILITY MATRIX



MENU OF SITE AND BUILDING DESIGN OPTIONS FOR SUSTAINABILITY

TABLE 105-28.4 MENU OF SITE AND BUILDING DESIGN OPTIONS FOR SUSTAINABILITY			
Points	Points	Submitted Points	Graded Points
1. Energy Intent: Encourage on-site renewable energy production; promote the design and construction of energy efficient buildings; reduce air, water, and land pollution from energy consumption; and reduce the heat island effect.			
1.1 Renewable Energy Sources Design and incorporate on-site renewable energy generation technologies such as solar, wind, geothermal, or biomass. Two points granted for each 1% of the project's annual electrical energy demand generated up to a maximum of 30 points.	2 to 30		
1.2 District Heating and Cooling Design and incorporate into the project a district heating and/or cooling system for space conditioning and/or water heating of new buildings in the project (at least two buildings total must be connected).	4		
1.3 Shade Structures Where appropriate, provide shade structures over windows/doors to minimize glare and unwanted solar heat gain. Such structures shall provide shading to at least 50% of the south- and west-facing glazing on June 21 at noon with one additional point granted for each additional 25% of the glazing shaded. Structures may include awnings, screens, louvers, architectural features, or similar devices.	2—4		
1.4 Heat Island Reduction Use any combination of the following strategies for 50% of the non-roof impervious site landscape (including roads, sidewalks, courtyards, parking lots, and driveways). <ul style="list-style-type: none"> • Provide shade from open structures such as those supporting solar panels, canopies walkways, pergolas, all with a Solar Reflectance Index (SRI) of at least 29. (SRI is a measure of the roof's ability to reject solar heat; a higher SRI yields a cooler roofing choice). (2 points) • Use paving material with Solar Reflectance Index (SRI) of at least 29.(1 pt) • Use and open grid pavement system (at least 50% pervious). (2 points) 	4		
1.5 Cool Roofs/Walls Use roofing materials that have a SRI equal to or greater than 78 for low-sloped roofs (<2:12) or 29 for steep-sloped roofs (>2:12) for a minimum of 75% of the roof surface of all new buildings within the project. (2 points) OR Install a vegetated roof on a minimum of 50% of the total project roof area, or at least one vegetative exterior wall of structure. (5 points)	2—5		

1.6 Covered Parking Locate at least 20 percent of all off-street parking spaces under cover with one additional point granted for each additional 20% of covered parking up to a maximum of 100%. Note: Cover may be provided by a combination of tree canopy, a building, a deck, or a shade structure. Tree canopy coverage to be determined by mature shade trees selected from the City's approved tree list. Additional shaded public parking provided = 1 point for every ten spaces.	1—5		
1.7 Shaded Walkways Provide shaded walkways along a minimum of 60% of all building facades adjacent to or facing streets, drive aisles, outdoor gathering spaces, or parking areas. May be accomplished with additional tree canopy beyond the base landscaping requirement. One additional point granted for each additional 10% provided up to a total of 100%.	1—5		
1.8 Solar-Ready Design <ul style="list-style-type: none"> • For stand-alone buildings, design and build the project so that it will readily accommodate the installation of solar photovoltaic panels or solar thermal hot water heating devices, including all necessary conduit, chases, roof penetrations, roof pitch and orientation. (2 points) • For projects with multiple buildings, design and build at least 20% of the buildings to be solar-ready as described above. Two additional points granted for each additional 20% provided up to a total of 100% solar-ready buildings. (2—10 points) roof pitch and orientation. (2 points) • For residential development, offer solar photovoltaic panels or solar thermal hot water heating as a design option. (2 points) 	2—10		
1.9 Energy Efficiency <ul style="list-style-type: none"> • Provide energy-efficient lighting such as compact fluorescent or LED lighting throughout a minimum of 75% of the project. (1 point) • Reduce solar heat gain through use of glazing/fenestration with a U-factor < .50 and a solar heat gain coefficient (SHGC) < .30. (2 points) • Provide increased insulation to achieve a minimum R-19 in walls and R-38 in ceilings. (2 points) • Locate HVAC ductwork within conditioned space. (1 point) • Select high-efficiency HVAC equipment for the project. (2 points) 	1—8		
1.10 Green Power Provide at least 10% of the project's total energy consumption through renewable energy sources by engaging in a contract to purchase green power for at least two years. One additional point granted for each additional 10% of the project's total energy provided through green power up to a maximum of 50%. The renewable energy sources must be certified per the Center for Resource Solution's Green-e requirements.	1—5		
1.11 Solar Heated Pool In lieu of gas or electric conventional heating: <ul style="list-style-type: none"> • Lap pool or hot tub. (2 points) • Single-family home. (4 points) max of 6 points per subdivision. • Commercial pool. (6 points) 	2—6		
2. Recycling and Waste Reduction Intent: Encourage recycling of household and commercial projects; reduce the amount of waste hauled to and disposed of in landfills, and promote the reuse of materials.			
2.1 Waste Reduction-Construction Make provisions to recycle/salvage at least 50% of non-hazardous construction and demolition debris.	3		

2.2 Waste Reduction-Composting Provide on-site composting station or location for all occupants with scheduled on site distribution.	2		
2.3 Recycling Stations/Dumpsters As part of the project, include at least one station per building dedicated to the collection, separation, and storage of materials for recycling including, at a minimum, paper, corrugated cardboard, glass, plastics, and metals. Establish a City-approved schedule and plan with the local trash hauler for retrieving the recyclable materials on a weekly basis.	3		
2.4 Recycle Containers In mixed-use and non-residential developments, include recycle containers adjacent with other waste-collection receptacles in areas accessible to pedestrians including streets, walkways, and common areas.	2		
2.5 Pet Waste Station One point per approved pet waste station, with a maximum of 2 points.	1—2		
2.6 Cigarette Butt Station One point per approved cigarette butt station, with a maximum of 2 points.	1—2		
2.7 Recycled Content in Infrastructure For new roadways, parking lots, sidewalks, and curbs (above-ground structured parking and underground parking are exempt from this option), any aggregate base and aggregate sub-base shall be at least 50% by volume recycled aggregate materials such as crushed cement concrete and asphalt concrete.	2		
2.8 Salvage Building Materials <ul style="list-style-type: none"> • Use green building materials (recycled materials, locally-produced materials, sustainably-harvested wood, etc.) in the construction of the project. (2 points) • Use furniture made from recycled materials, locally-produced materials, sustainably-harvested wood, etc. in the project. (1 point) • Use flooring made from recycled or rapidly renewable materials such as PET carpeting, bamboo, cork flooring, etc. in the project. (1 point) 	1—4		
3. Urban Design Intent: Encourage balanced land uses, new development near existing communities or public transportation infrastructure; support alternative transportation choices; and, improve the mental and physical health of the community by reducing work commute time and increasing time devoted to leisure, community activities, and family.			
3.1 Proximity to Existing Infrastructure Site new development so that at least 25% of the perimeter is contiguous with existing development that is already served by public infrastructure, including water, wastewater, reclaimed water, roads, and electric. Replacement of or other on-location improvements to existing infrastructure may be considered existing for the purpose of this option.	3		

3.2 Use Mix Include a minimum of three of the following use types: residential, office, commercial (besides office), or public/institutional. <ul style="list-style-type: none"> • No use type shall amount to less than 10% or more than 80% of the total development gross floor area. • Individual phases of multiphase projects may have a lesser mix of uses if the applicant provides assurances acceptable to the City that later phases will produce the required mix of uses overall. 	3		
3.3 Compact Development/Walkability Locate at least 20% of dwelling units within ½ mile of a mixed-use development, commercial development, religious assembly use, park or school. One additional point granted for each additional 20% of dwelling units within a ½ half-mile distance up to a total of 100%.	1—5		
3.4 Phased Development For projects consisting of 5 acres or greater, and are capable of constructing in phases (i.e. a combination project of retail and multi-family housing, a housing development with multiple housing types), the utilization of phased construction in which a section is completed to final stabilization prior to commencement of construction on a subsequent phase of the project. Points based on size and number of phases to be completed. 3 points for 5—10 acre project with two phases. 4 points for 10—15 acre project with three phases. 5 points for projects over 15 acres with at least three phases of development.	3—5		
3.5 Reduced Parking Footprint For a development site, allocate less than 25% of the impervious surface area to surface parking.	2		
3.6 Workforce Housing For developments with a residential component, include a proportionate amount of dwelling units priced for households earning between 80% and 120% of area medium income (AMI.) 1 point for 5% of units, 2 points for 10% of units, 3 points for 15% of units.	1—3		
3.7 Public Art Installation Points awarded by the City's Arts & Culture Committee	1—5		
4. Urban Nature Intent: Provide a variety of appealing and comfortable open spaces close to work and home; encourage physical activity, time spent outdoors, support natural resources and habitat conservation, and promote social networking, civic engagement, personal recreation and other activities.			
4.1 Minimum Open Space Provide common open space that exceeds the base requirements of <i>Section 105-22</i> by 10%. One additional point granted for each additional 10% up to a total of 40% above code.	1—4		
4.2 Access to Parks and Open Space Locate or design the project so that a park, publicly-accessible open space, multi-use path, trail or plaza lies within ½ mile of 20% of planned and existing dwelling units and business entrances. One additional point granted for each additional 20% of dwelling units within a ½ half-mile distance up to a total of 100%.	1—5		

4.3 Parkland Dedication For developments that provide land instead paying the fee in lieu of land, one point granted for each ¼ acre provided.	1—5		
4.4 Habitat Conservation-Avoidance Locate the project on a site that does not have significant habitat. For the purposes of this and the following item, "significant habitat" includes: <ul style="list-style-type: none"> • Habitat for species that are listed or are candidates for listing under state or federal endangered species acts; • Grand tree avoidance • Wetland avoidance • Mangrove avoidance 	3		
4.5 Organic Farming Organic sustainable food such as eggs, milk, honey, chicken, beef or pork. Co-op featuring the same items count for points.	1—5		
4.6 Habitat Conservation-Setback For projects on a site that has significant habitat, design the site such that all development is a minimum of 100 feet away from such habitat. For the purposes of this item, "significant habitat" is defined in item 4.4 above.	2		
4.7 Habitat Restoration Using only native-friendly plants, restore pre-development native habitat on the project site in an area equal to or greater than 10% of the development footprint. Work with a qualified arborist or landscape architect to ensure that restored areas feature xeriscaping, native and drought tolerant plants.	3		
4.8 Community Gardens For residential or mixed-use projects, dedicate permanent and viable growing space and related facilities (such as greenhouses) within the project at a minimum of ten sq. ft. per dwelling unit for 20% of the project. Provide fencing, watering systems, soil, and/or garden bed enhancements (such as raised beds), secure storage space for garden tools, solar access, and pedestrian access for these spaces. One additional point granted for community garden space provided for each additional 20% of the project up to 100%.	1—5		
4.9 Tree Canopy Provide trees in an amount that exceeds the base requirements of <i>Section 105-35 Trees</i> , by 10%. One additional point granted for each additional 10% up to 50% above Code.	1—5		
5. Transportation Intent: Promote public health by encouraging daily physical activity associated with alternative mod transportation such as walking and bicycling; encourage the use of transportation and, design pa facilities to minimize adverse environmental impacts to pedestrians.			
5.1 Proximity to Transit Locate the project near existing or planned transit service so that the development is within ¼ mile of a transit stop served by buses with at least one-hour headways.	1—5		
5.2 Charging Stations For new residential, nonresidential and mixed-use buildings, provide charging stations in the parking area. One point per station - max of four.	1—4		

5.3 Pedestrian System Design and build a project such that no block length exceeds 600 feet. <ul style="list-style-type: none"> • If longer blocks are necessary, mid-block crossings shall be provided every 600 feet. • Exceptions are permitted to avoid incursion into or damage to sensitive natural areas or to accommodate major institutional buildings or uses, such as hospitals, parks, or schools, or for infill developments where the street pattern. 	5		
5.4 Bicycle Bank Offer 1 point for every \$2,500 donated to the City's decorative bike rack program - max of 3.	1—3		
5.5 Bicycle Circulation Systems Build a network of on-site bicycle pathways that provide safe, continuous bicycle access to all uses within the development site and to land uses on adjacent properties.	2		
5.6 Bike Sharing Program 1 point for every 10 bikes; 2 points maximum.	2		
5.7 Pedestrian/Bicycle Networks (master planned communities only) Provide safe pedestrian and bicycle routes between major residential centers in a development and schools, churches, and other major community facilities and gathering places. <ul style="list-style-type: none"> • Safety features shall include raised/marked pedestrian crossings, narrow streets, or streets with pedestrian medians, and similar features. (1 point) • Avoid erecting obstructions such as signage and utility poles in sidewalks. (1 point) • Provide separated grade crossings. (1 point) 	1—3		
5.8 Facilities for Bicycle Commuters Provide the following: <ul style="list-style-type: none"> • Indoor or self-contained bicycle storage lockers equal to a minimum of 5% of the vehicle parking spaces provided. (2 points) • Shower and dressing areas for employees 	2—4		
5.9 Developer-Sponsored Transit For a minimum of three years, provide year-round, developer-sponsored transit service (vans, shuttles, or buses) from at least one central point in the project to major transit facilities and/or other major destinations such as a retail or employment center.	5		
5.9[10] Parking On SR 580, locate all new off-street surface parking lots at the side or rear of buildings, leaving building frontages and streetscapes free of surface parking lots. Building entrances must be easily accessible from the public way. (2 points) – (OR) – Provide structured parking to meet 20% of the total parking requirement for nonresidential and multifamily residential projects. Note: Two additional points will be granted for each additional 20% up to a total of 100%. In addition, as applicable on SR 580, locate all new off-street surface parking lots at the side or rear of buildings, leaving building frontages and streetscapes free of surface parking lots. (2—10 points)	2—10		

6. Environmental Health Intent: Encourage the use of green building practices in the design, construction, or retrofit of buildings; promote the reuse of land by developing sites where development is complicated by environmental contamination; prevent pollution and erosion from stormwater runoff; and, improve nighttime visibility and reduce glare.			
6.1 Green Building <ul style="list-style-type: none"> • Use green building materials (recycled materials, locally-produced materials, sustainably-harvested wood, etc.) in the construction of the project. (2 points) • Use furniture made from recycled materials, locally-produced materials, sustainably-harvested wood, etc. in the project. (1 point) • Use flooring made from recycled or rapidly renewable materials such as PET carpeting, bamboo, cork flooring, etc. in the project. (1 point) 	1—4		
6.2 Daylighting Incorporate daylighting strategies into the design of the project to minimize the use of artificial lighting.	2		
6.3 Light Pollution Reduction Reduce light pollution by using full cutoff exterior lighting and using down-lighting only.	2		
7. Water Intent: Minimize water use in buildings to reduce impacts to natural water resources; and, minimize outdoor water use for landscape irrigation.			
7.1 Water-Efficient Landscape Limit turf grass beyond base code requirements. <ul style="list-style-type: none"> • Single-family residential: Turf limited to 25% of landscaped area. 	2		
7.2 Water-Efficient Plants All landscaping plants, including those on green roofs, shall be selected from a list of water-efficient vegetation maintained by the Florida Yards and Neighborhood Handbook from the University of Florida, and utilize the principles of Florida Friendly Landscaping.	2		
7.3 Landscape Irrigation System Drip or subsurface irrigation systems shall be utilized for all landscape irrigation systems when irrigation is necessary. Drip irrigation systems must be equipped with pressure regulators, filters, and emitters. Each drip emitter must be rated at less than 20 gallons per hour (gph). (1 pt for drip, 2 pts for subsurface)	1—2		
7.4 Surface Treatments Non-turf landscaped areas must be completely covered by a 2" minimum layer of air- and water-permeable mulch to reduce evaporation. Living groundcovers qualify as mulch provided the individual plants are installed at sufficient density to assure 100 percent ground coverage at maturity. If a weed barrier is used beneath the mulch, it must be manufactured to be air- and water-permeable to reduce evaporation and run-off.	1		
7.5 Vault System or Treatment Wetland Stormwater Treatment <ul style="list-style-type: none"> • Utilization of a vault system for stormwater management to aid in the increased flow rate due to development. - or - • Installation of a treatment wetland that creates a natural environment for flora and fauna and aids in the removal of nutrients from stormwater. 	4		

7.6 Rain Barrels Reduce water use, stormwater runoff, and erosion by the utilization of rain barrels or cisterns to collect rain water. The installed rain barrel or cistern shall be directly connected to the on-site irrigation system (1 point per barrel, up to 4.	1—4		
8. Additional Strategies for Sustainability Intent: implement strategies of existing above-code programs or explore and implement new, unique or innovative ways to increase the sustainability of the project and community.			
8.1 Above-Code Programs Design and build the project to meet the standards of an above-code program such as LEED, Green Globes, Energy Star, FGBC, etc.	10		
8.2 Innovative Products or Strategies Provide documentation of an innovative product or strategy that increases the sustainability of the project or community but is not provided in this Section (i.e. Stormwater Placard). Up to five Innovative Products or Strategies may be submitted for review. Points awarded at the discretion of the Development Review Committee based on the capacity of the proposed product or strategy to increase the sustainability of the project in any of the above categories. (1—5 points for each Innovative Strategy)	1—2		
8.3 Higher Flood Plain Management Standards One point for each 1 foot of freeboard above the required minimum, for a maximum of 5 points.	1—5		
TOTALS			

(Ord. No. [15-31](#), § 1, 1-7-2016)